

Buoy Shed (SM-511), Point Lookout Light Station

Narrative Summary: The Point Lookout Light Station was established in 1830 at the tip of Southern Maryland in St. Mary's County, where the Potomac River enters the Chesapeake Bay. In 1883, the Lighthouse Service constructed a buoy depot at Point Lookout Light Station to store, repair, and place buoys for the middle portion of the Chesapeake Bay. Two similar frame buildings, a buoy shed and a coal shed, were constructed south of the lighthouse and a tramway was built to move buoys and supplies between the wharf and the two sheds. Each of the one-story buildings measures approximately 100 x 40 feet; they originally featured open interior plans and open north, south, and west elevations. The buoy shed is clad in board-and-batten siding with exposed brace framing and brick floors. Room partitions, floors and ceilings, and two chimneys were added between 1928 and 1939. Bays on the south and west sides of the buoy shed were enclosed with plywood, but still remain visible. Point Lookout Light Station also includes a lighthouse, coal shed, smokehouse, and the remains of the wharf.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Survey No. SM-511

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Buoy Shed (Point Lockout Light Station)

and/or common

2. Location

street & number South terminus of Maryland State Route 5 ☐ not for publication

city, town Scotland ☒ vicinity of congressional district 5

state Maryland county St. Mary's

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Patuxent River Naval Air Station (United States Navy)

street & number telephone no.: (301) 342-3000

city, town Leonardtown state and zip code Maryland 20670

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of Lands and Licenses liber

street & number 1 Courthouse Drive folio

city, town Leonardtown state Maryland

6. Representation in Existing Historical Surveys

title None

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

7. Description

Survey No. SM-511

Condition

☐ excellent

☐ good

☒ fair

☐ deteriorated

☐ ruins

☐ unexposed

Check one

☐ unaltered

☒ altered

Check one

☒ original site

☐ moved

date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

See continuation sheet 7.1.

8. Significance

Survey No. SM-511

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention	maritime history	<input checked="" type="checkbox"/> other (specify)

Specific dates 1883 **Builder/Architect** unknown

check: Applicable Criteria: ☒ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☒ G

Level of Significance: ☐ national ☒ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

See continuation sheet 8.1.

9. Major Bibliographical References

Survey No. SM-511

See continuation sheet 9.1.

10. Geographical Data

Acreage of nominated property Approx. 3Quadrangle name Point Lookout, MarylandQuadrangle scale 1:24,000UTM References do NOT complete UTM referencesA

Zone	Easting							Northing	

B

Zone	Easting							Northing	

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

The boundary for the Point Lookout Light Station, which includes the buoy shed, roughly corresponds to the bounds of the Navy property at the southern tip of Point Lookout. It includes all historic resources associated with the operation of the light station.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
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11. Form Prepared By

name/title Steven H. Moffson, Architectural Historianorganization Dames & Mooredate August 25, 1995street & number 7101 Wisconsin Avenue, Suite 700telephone (301) 652-2215city or town Bethesdastate Maryland 20814

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
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MARYLAND HISTORICAL TRUST
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**SM-511, Buoy Shed
Point Lookout Light Station
St. Mary's County, Maryland
Section 7 (Description)**

Description Summary: The Point Lookout Light Station was established in 1830 at the tip of Southern Maryland in St. Mary's County, where the Potomac River enters the Chesapeake Bay. In 1883, the Lighthouse Service constructed a buoy depot at Point Lookout Light Station to store, repair, and place buoys for the middle portion of the Chesapeake Bay. Two similar frame buildings, a buoy shed and a coal shed, were constructed south of the lighthouse and a tramway was built to move buoys and supplies between the wharf and the two sheds. Each of the one-story buildings measures approximately 100 x 40 feet; they originally featured open interior plans and open north, south, and west elevations. The buoy shed is clad in board-and-batten siding with exposed brace framing and brick floors. Room partitions, floors and ceilings, and two chimneys were added between 1928 and 1939. Bays on the south and west sides of the buoy shed were enclosed with plywood, but still remain visible. The Point Lookout Light Station also includes a lighthouse, coal shed, smokehouse, and the remains of a wharf. (Separate Maryland Inventory of Historic Property forms have been completed for the lighthouse, coal shed, and smokehouse).

Description of Buoy Shed

When completed in 1883, the buoy shed was a long, rectangular, brace-frame building with a gable roof and open interior plan. Four bays were located on each of the north and south sides and two in the gable-ends. The north, south, and west elevations were open, with a gable-end wall on the east side. The shed was sided with board and battens above the bays and in the gable ends.

The buoy shed was not significantly altered before 1928, although the center post on the west gable end was removed and skids were laid down through the center of the shed to allow

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buoys and supplies to be brought directly from the wharf to the shed. Between 1928 and 1939, exterior walls and interior partitions were added. The north wall was enclosed with board-and-batten siding and a series of three interior rooms was added along the north wall of the shed. These rooms, fitted with casement windows and board-and-batten siding, were constructed before the south and east bays were framed in. Barracks, possibly constructed as late as 1951, were built in the center of the shed, framed with board-and-batten siding and sash windows. Plumbing and two chimneys (an interior barracks chimney and an exterior, west gable-end chimney), were probably added when the barracks were built.

Currently, the buoy shed is a large, frame building with a side-gable roof. It is set on a brick pier foundation with continuous concrete-block infill. Three entrances are located on the south side of the building. Two-over-two, sash windows are located on north, south, and west elevations. King-post trusses support the box-cornice, asphalt-shingle roof. The interior features large, open spaces on the east and west ends divided by a cluster of small rooms identified as barracks in the center of the building.

The westernmost room is the largest and comprises the full depth of the shed and half of its interior space. The floor is dry-laid brick. Two wood skids, part of the tramway that was used to move buoys and supplies around the depot, are set in the center of the floor and run the length of the room from east to west. The walls are brace framed with large corner and story posts supporting the plates and end tie beam. The original bays on the south and west sides have been framed with 2 x 4s and clad with plywood. Single and double entrances have been framed in the original bays on the south side. Vertical board sheathing that dates to the building's construction in 1883 is located above and between the original bays. The exposed roof framing is a king-post truss system in which vertical and diagonal members join the ceiling joist and rafter blades.

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Three rooms a radio room, a store, and a shop have been framed on the north side of the westernmost room. The exterior walls are framed with board-and-batten siding and horizontal sheathing indicating that these rooms were added before the original bays were enclosed. These rooms have poured-concrete floors with narrow-width, possibly tongue-in-groove, wood ceilings. The interiors are sided with horizontal and vertical board sheathing.

The easternmost room is similar to the large room at the west end of the shed: it occupies the full width of the shed; walls are framed with large corner and story posts; original bays have been enclosed with measured lumber and plywood, roof framing is exposed. The walls are constructed of vertical board. A poured-concrete floor has been added and concrete-block foundations have been built on top of the floor to support large electrical-generating equipment.

The barracks area is located in the central portion of the buoy shed between the large east and west rooms. The barracks area, which encompasses the full depth of the shed, is divided into five smaller rooms that appear to have been used as kitchen, bathroom, and three bedrooms. These rooms have sheet-rock walls, dropped-tile ceilings, and wood floors, which have seriously deteriorated. The bathroom in the center of the building retains a water closet. A sink is located in a back room, possibly a kitchen, on the north side of the shed. Three barracks rooms include closets. A small room on the south wall of the building is defined by two lightly-framed walls that do not rise to the ceiling.

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Statement of Significance Summary: Following its reorganization 1852, the Lighthouse Service divided the United States coasts into twelve lighthouse districts. The Chesapeake Bay was included in District 5. Each district was responsible for maintaining one or more buoy depots to service the thousands of buoys that mark shoals, define the navigable limits of channels, and identify anchorages. The buoy depot at Point Lookout Light Station was established in 1883, and is the only extant buoy depot that served District 5. It is among the few to survive of approximately twenty-five to fifty depots that were built throughout the United States. The buoy shed at Point Lookout is eligible for listing in the Maryland Register of Historic Properties and the National Register of Historic Places under Criterion A because of its association with maritime history in Maryland. The buoy shed is especially significant because it survives with a very high degree of historic integrity.

A Summary History of the Point Lookout Light Station

The buoy shed is one component of the Point Lookout Light Station. The history of the light station is provided below to provide a context in which to understand the significance of the buoy shed.

In 1825, Congress authorized \$1,800 for the construction of a lighthouse on Point Lookout, Maryland, to protect shipping on the Chesapeake Bay and Potomac River. William Maury, Superintendent of Lighthouses in Maryland, selected five-and-one-half acres at the tip of Point Lookout as the most suitable site for the new lighthouse. Mr. Jenifer Taylor, the property owner, refused to sell his property, and negotiations continued for seven years. Construction of the combined dwelling and tower was completed in 1830. Two years later, the

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Lighthouse Service received a deed to the property on which the lighthouse had been built.¹ The Point Lookout Lighthouse was first lit on September 20, 1830.²

By the middle of the nineteenth century, Point Lookout had become a popular resort for residents of Washington and Baltimore who sought relief from city life. In 1859, William Cost Johnson purchased 400 acres of land at Point Lookout. He developed an area north of the lighthouse as a resort and constructed a hotel and leased cottages.³ In 1862, the Federal government purchased the existing hotel and 100 cottages and incorporated them into Camp Hoffman, a large complex of buildings that included a hospital for Union soldiers located adjacent to the lighthouse. Camp Hoffman also served as a supply depot for the Army of the Potomac. Following the Battle of Gettysburg in July 1863, the Federal government established a prisoner of war camp amid the hospital buildings at Point Lookout. At its peak, 30,000 men were imprisoned at the sprawling camp, subjected to primitive drainage and sanitary conditions. During the course of its operation, 3,500 prisoners died at the camp.⁴

¹Ralph Eshelman, "Point Lookout Light Station: Condition Assessment Report" Historic background. (Williamsport Preservation Training Center, Williamsport, Maryland, 1995), 92.

²Gerald J. Sword, "Point Lookout Lighthouse" (Calvert Marine Museum, Solomons, Maryland, 1980), 5.

³Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990* (Ridge, Maryland, 1977), 122.

⁴Donald G. Shomette. "The Point Lookout Survey: The Examination of Marine Transgressions Against an Historic Civil War Prison Complex," in *In Search of Our Maritime Past* (Proceedings of the Fifteenth Conference on Underwater Archaeology, Program in Maritime History and Underwater Research, East Carolina University, Greenville, North Carolina, 1984), 131.

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Point Lookout's appeal as a resort destination remained strong from the last decades of the nineteenth century through the 1930s. Several ambitious resort development projects were planned for the area during the 1870s and 1880s, but were never built. The hotel built by William Cost Johnson in 1857, however, continued to draw residents from Washington and Baltimore. Transportation to the Point Lookout Hotel, as it was called, was often difficult because the roads were rough and a rail link was never established. For weekend excursionists, steamer was the most popular mode of travel to Point Lookout.

In 1883, the Lighthouse Service raised the one-and-one-half-story lighthouse to two full stories and added new front and rear porches, "for the better accommodation of the keepers" and additional personnel assigned to Point Lookout.⁵ This raised the height of the focal plane to forty-one feet. The renovated lighthouse featured a five-bay, symmetrical facade, center-hall plan, and gable-end chimneys.

Between 1927 and 1928, the Lighthouse Service made extensive alterations to the lighthouse at Point Lookout Light Station to accommodate an assistant lighthouse keeper. The single-family lighthouse was converted to a duplex, which more than doubled the depth of the building. The Service reorganized interior spaces and altered exterior fenestration to allow private entrances for each apartment. The side-gable roof was replaced with a large hip roof and the rear wing was demolished. Electricity, generated from one or more small motors, was introduced at Point Lookout Light Station between 1928 and 1933.

⁵Bowerman to Booth, 13 August 1928, Point Lookout General Correspondence File, Record Group 26, National Archives, Washington, D. C.; Eshelman, "Point Lookout Light Station," 95.

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In 1939, the administration of Point Lookout Light Station was transferred to the U. S. Coast Guard. The light, which had not been automated, was deactivated in 1965 and the lens was removed. It was replaced the following year by a skeletal tower located ¼-mile off Point Lookout. The property was transferred to the United States Navy in 1967.

During the 1970s and 1980s, the lighthouse, which is currently unoccupied, served as quarters for the Point Lookout State Park Superintendent. The state park was established in 1965 and comprises between 1,200 and 1,400 acres north of the lighthouse. The light station is currently administered by the Patuxent River Naval Air Station and access to the property is restricted.

The Buoy Depot at Point Lookout Light Station

As the lighthouse renovation was underway in 1883, the Lighthouse Service established a buoy depot at the Point Lookout Light Station to store, repair, and place buoys for the middle portion of the Chesapeake Bay, Lighthouse District 5. One or more buoy depots were established in each of the twelve Lighthouse Service districts during the middle of the nineteenth century. As the number of lighthouse districts increased 16 districts in 1886 and 19 districts by 1918 and the jurisdiction of the U. S. Lighthouse Service was extended to noncontiguous U. S. territories, additional buoy depots were constructed. Between twenty-five and fifty depots were established in the United States. Although it is unknown exactly how many survive, the number of extant buoy depot buildings is likely to be small because many of the buildings remain in use, or were altered or destroyed according to the changing needs of the Coast Guard. In addition, there have not been any significant efforts to document and preserve buoy depots in the United

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States.⁶ The buoy depot at Point Lookout is the only buoy depot of the three constructed in District 5 to survive.

As stated in an annual report of 1883, "the distance between Lazaretto [Baltimore] and Portsmouth [near Norfolk] depots was so great, and occasioned so much delay in buoyage work, when tenders were at intermediate stations distant from either, that it became necessary to establish a depot at Point Lookout, at the mouth of the Potomac River."⁷ The annual report described the depot as follows:

A wharf, 64 feet by 35 feet, and a buoy shed, 40 feet by 100 feet, were built there. In the construction of the wharf, 140 piles were driven, and the bridge was extended about 250 feet into the water. The shed is built of pine lumber, upon brick piers and walls, and the interior is raised above high water and paved with brick. Material for a coal shed of the same size as the buoy shed was purchased and delivered at the site. A railway for small cars will be laid to and along the front of both sheds.⁸

The buoy shed was built in 1883. Construction of the coal shed was begun in July 1884 and completed in September of that year. In 1885, a wood tramway was built to move buoys and supplies between the wharf and the sheds. Eventually, the buoy shed was altered so buoys

⁶Although the literature on buoys and tenders is extensive, little has been written on the program for maintaining buoys. There is no inventory of buoy depots or historic context available in secondary sources and only one depot listed in the National Register, the Ninth District Lighthouse Depot, St. Joseph, Michigan.

⁷Annual Report, Point Lookout buoy depot, 1883, Point Lookout Clipping File, National Archives, Record Group 26, Washington, D. C.

⁸Ibid.

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could be brought from the wharf directly into the shed.⁹ A 5,000-gallon cedar tank, 8-feet tall with a diameter of 11 feet, was built in the buoy shed to supply the depot with water. Gutters and downspouts directed rain water into the tank.¹⁰ The tank no longer survives.

The layout of the Point Lookout buoy depot was characteristic of similar maintenance complexes that required significant amounts of space and light, with large work sheds, storehouses, open yards for construction and storage of buoys, and living quarters and outbuildings. Buoy depots needed space and equipment to handle and repair the variety of large, multi-ton, wood and cast-iron buoys. Each buoy was brought in at least once every year for regular repairs, cleaning, and painting. In addition, space was needed to store enough relief buoys to replace roughly twenty percent of the buoys in service.¹¹ The buoy and coal sheds were built parallel, only about twenty feet apart, and oriented on the east-west axis. These two buildings, with open, inward facing sides, formed a work yard that was partially protected from the weather. The wharf was constructed to enable buoy tenders to drop off buoys in need of repair and pick up buoys to be returned to service.

Rough waters on the Potomac River caused significant damage to the unsheltered wharf. By the late 1880s, the shore-end of the wharf had collapsed and had to be rebuilt with metal-sheathed oak piles. Between 1891 and 1892, the wharf was again rebuilt. It had a length of

⁹Annual Report, Point Lookout buoy depot, 1885, Point Lookout Clipping File, National Archives, Record Group 26, Washington, D. C.

¹⁰Annual Report, Point Lookout buoy depot, 1884, Point Lookout Clipping File, National Archives, Record Group 26, Washington, D. C; .

¹¹U. S. Department of Commerce, *Buoyage System of the United States* (Washington, D. C.: Government Printing Office, 1931), 11.

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365 feet and width of 15 feet and extended 100 feet from the shore. Damage to the wharf was also sustained by vessels on unofficial business, such as passenger steamers, and tugs that tied up at the wharf during the night. The annual report of 1909 stated that, "transportation facilities [at Point Lookout] are not good; being only by water, and a vessel lying at the wharf is very much exposed to westerly winds."¹² Because of rough seas and its exposed location, Point Lookout probably never served as the home port for a buoy tender, a ship designed to place and retrieve active buoys. Rather, it was serviced by tenders that were based either at Lazaretto Point, Maryland or Portsmouth, Virginia.

The buoy shed was built from standard Lighthouse Service plans. These plans were used to construct the coal shed at Point Lookout in 1884 and to build a similar buoy shed at the Portsmouth Buoy Depot in Portsmouth, New Hampshire.¹³ Other buoy depots built during the late nineteenth century were designed by Lighthouse District engineers. For example, the former Ninth District Light-house and Supply Depot in St. Joseph, Michigan was designed by Major William Ludlow of the U. S. Army Corps of Engineers, and was built between 1891 and 1910.¹⁴

Point Lookout buoy depot, like many buoy depots throughout the United States, was integrated with a light station, or lighthouse depot, and placed under the charge of the lighthouse keeper. After 1883, the lighthouse keeper at Point Lookout was responsible for supervising the

¹²Annual Report, Point Lookout buoy depot, 1888-1895, 1909, Point Lookout Clipping File, Record Group 26, National Archives, Washington, D. C.

¹³F. Ross Holland, *America's Lighthouses: An Illustrated History* (New York: Dover Publications, 1972), 206.

¹⁴Robert O. Christensen, "Ninth District Lighthouse Depot," St. Joseph, Berrien County, Michigan (Nomination to the National Register of Historic Places, National Park Service, Washington, D. C., 1993), 7.1-7.5, 8.2.

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operations of the buoy depot in addition to maintaining the light in good working order. To compensate for these added responsibilities, the annual salary of the keeper at Point Lookout was increased from \$520 (the typical salary for keepers in District 5) to \$800. Between 1905 and 1907, William Yeatman and his successors at Point Lookout, Percy S. Yeatman and William Moody, were paid \$800; Thomas S. Costan, keeper at nearby Piney Point was paid \$560 during this period. Moody's salary was increased in 1909 to \$870 and his successor, Thomas Jackson, was appointed in 1912 with an annual salary of \$840. The salary for keepers at Piney Point Lighthouse between 1909 and 1912 remained \$560.¹⁵

During the early nineteenth century, the buoy depot established at Point Lookout in 1883 became an increasingly important component of the light station. As activity at the depot increased, it became apparent that assistance was needed to accomplish all of the required work at Point Lookout. On April 20, 1915, the Lighthouse Inspector requested the appointment of an assistant keeper or laborer at the Point Lookout Light Station:

To keep this depot in a suitable condition of orderliness and efficiency, additional help is necessary. One man is reasonably well occupied with the proper up-keep of the light station and supervision over the work of the of the depot without having to personally engage in cleaning and painting of a large number of buoys handled at this depot. There is, moreover, a great deal of work at this station which is hardly practicable for a lone man to accomplish, but which should be done by a force at the depot in order to avoid

¹⁵"Register of Lighthouse Keepers, 1845-1912," Record Group 26, National Archives, Washington, D. C.

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the necessity for delay of tenders cleaning, painting, and handling buoys and other heavy supplies.¹⁶

The appointment of an assistant keeper was deferred until suitable quarters could be prepared. The position of laborer at Point Lookout Light Station was authorized on December 16, 1926. The laborer, a local resident, was paid \$40 per month to provide assistance to the keeper. Developments that warranted the hiring of a laborer at Point Lookout were noted in a 1926 letter:

The entire point surrounding the light station has been bought by a development concern and all residents removed. This makes Point Lookout Light Station very isolated, the nearest telephone being several miles away, and there being no one resident in the area who can be called upon for any relief or assistance in case of necessary absence of the keeper.¹⁷

The position of assistant keeper at Point Lookout was authorized between 1927 and 1930 and the laborer's position was then abolished. To accommodate an assistant keeper, extensive alterations were required on the lighthouse. Between 1927 and 1928, the single-family lighthouse was converted to a duplex with private entrances for each apartment. Most of the major work, including the keeper's quarters, was completed in 1927. The incomplete half of the dwelling, designated quarters for the assistant keeper, was finished in 1928.

¹⁶H. D. King to Commissioner of Lighthouses, 20 April 1915, Point Lookout General Correspondence File, Record Group, National Archives, Washington, D. C.

¹⁷H. D. King to Commissioner of Lighthouses, 29 November 1926, Point Lookout General Correspondence File, Record Group 26, National Archives, Washington, D. C.

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The large, open-plan buoy shed was altered after 1928 with the addition of exterior walls and interior partitions. Enclosed, interior spaces were needed for specialized tasks, such as radio operations or a machine shop. Therefore, interior partitions were built on the north side of the large, westernmost room in the shed. Additional quarters were built in the central portion of the buoy shed that included three large rooms, a bathroom, possibly a kitchen, and closets. These barracks were built after 1928, possibly as late as 1951, when a request for the installation of sanitary facilities at Point Lookout also noted that a "3rd set of quarters" is "advisable and recommended."¹⁸ It is uncertain for whom the additional quarters were built; it may have been additional buoy depot or lighthouse staff, or personnel needed to support other Lighthouse Service or Coast Guard operations. The large openings on the west and south sides were enclosed when the buoy shed no longer serviced buoys after 1939, or perhaps following the deactivation of Point Lookout Light Station in 1965.

¹⁸Ralph Eshelman, "Point Lookout Light Station," 97.

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**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION
PLANNING DATA**

The buoy shed at Point Lookout Light Station is evaluated at the state level of significance. Based on the statewide historic contexts delineated in the Maryland Comprehensive Historic Preservation Plan, the geographic organization; chronological and developmental periods; associated historical theme; resource type; and design source are outlined below:

1. Geographical organization:
 Western Shore

2. Chronological/development periods:
 Agricultural-Industrial Transition (A. D. 1815-1870)
 Industrial/Urban Dominance (A. D. 1870-1930)
 Modern Period (1930-Present)

3. Historic-period theme:
 Maritime History

4. Resource type:
 Category: Building
 Historic environment: Rural
 Historic Function(s) and Use(s): Storage and repair shop

5. Known Design Source: The U. S. Lighthouse Service

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Section 9 (Major Bibliographical References)**

Calvert Marine Museum. Photographic Collection. Solomons, Maryland.

Christensen, Robert O. "Ninth District Lighthouse Depot." St. Joseph, Berrien County, Michigan. Nomination to the National Register of Historic Places. 1993. National Park Service, Washington, D. C.

Clifford, Candace. *Inventory of Historic Light Stations*. Washington, D. C.: National Park Service, History Division, 1994.

De Gast, Robert. *The Lighthouses of the Chesapeake*. Baltimore: Johns Hopkins University Press, 1973.

Eshelman, Ralph. "Point Lookout Light Station: Condition Assessment Report." Historic background. Williamsport Preservation Training Center, Williamsport, Maryland, 1995.

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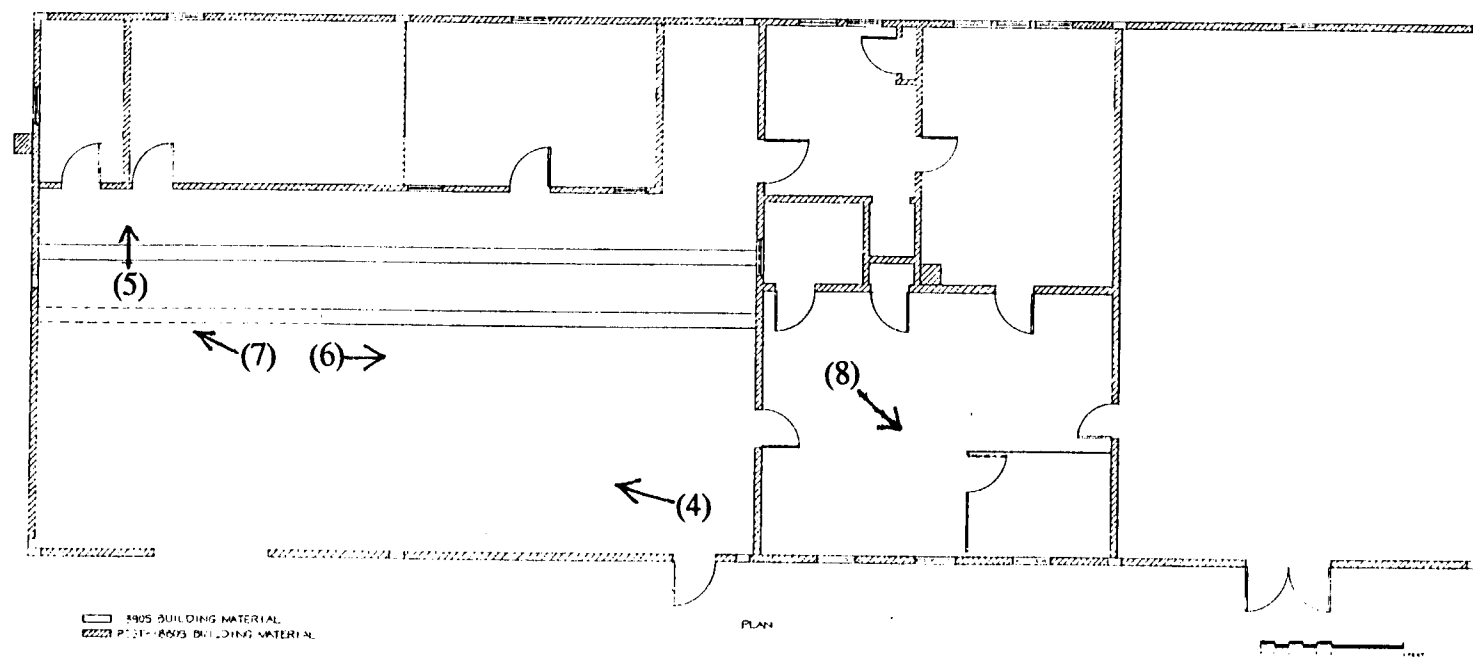
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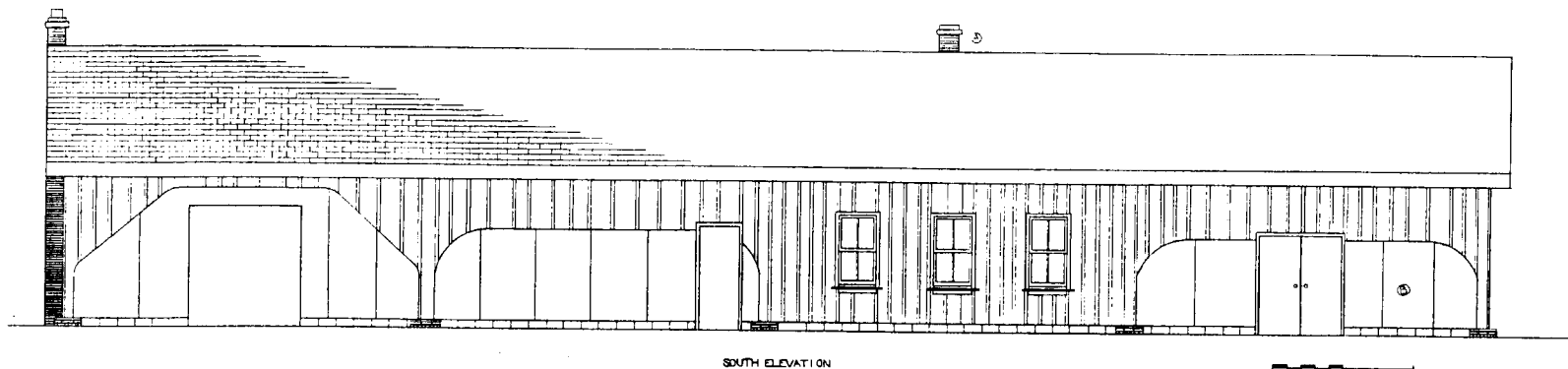
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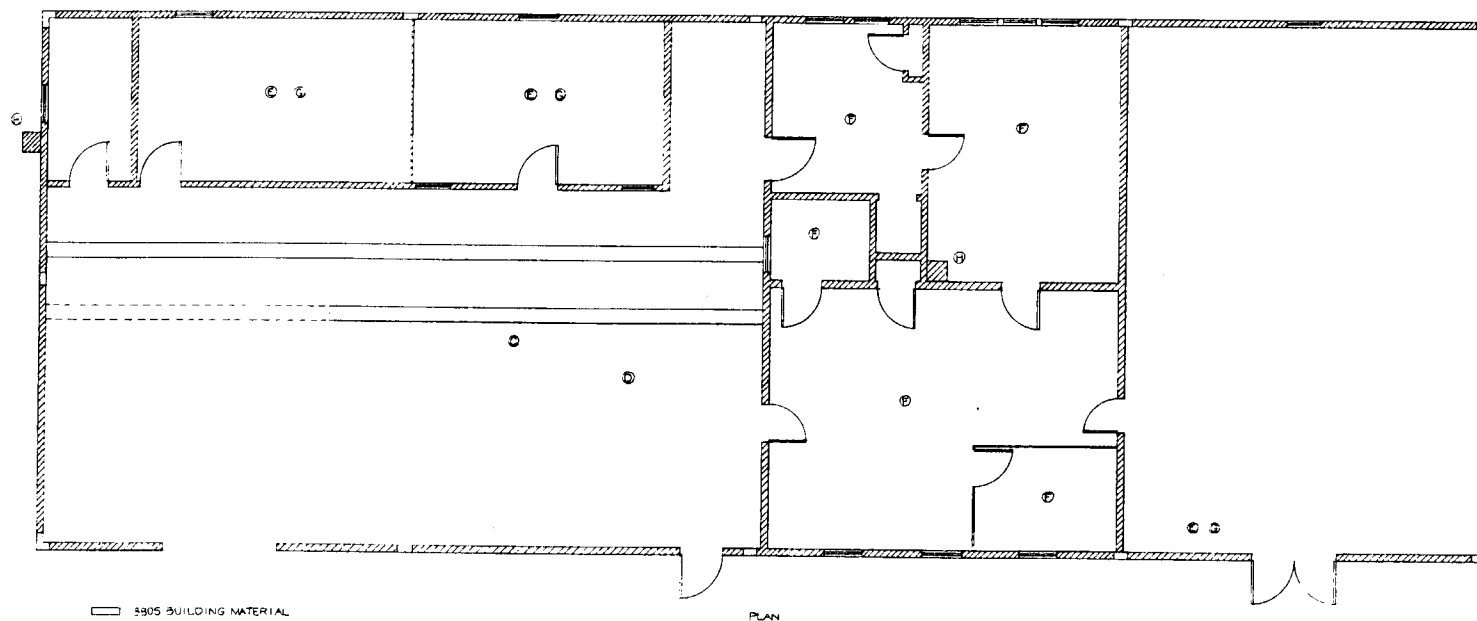


KEY TO PHOTOGRAPHS, BUOY SHED
POINT LOOKOUT LIGHT STATION, POINT LOOKOUT, MARYLAND

SM-511



- NOTES:
- ① APPROXIMATE SHED OF CHIMNEY CHIMNEY
 - ② DOORS AND WINDOWS ARE THING MADE 2 IN. ADDED TO 1/2 IN. OPENINGS

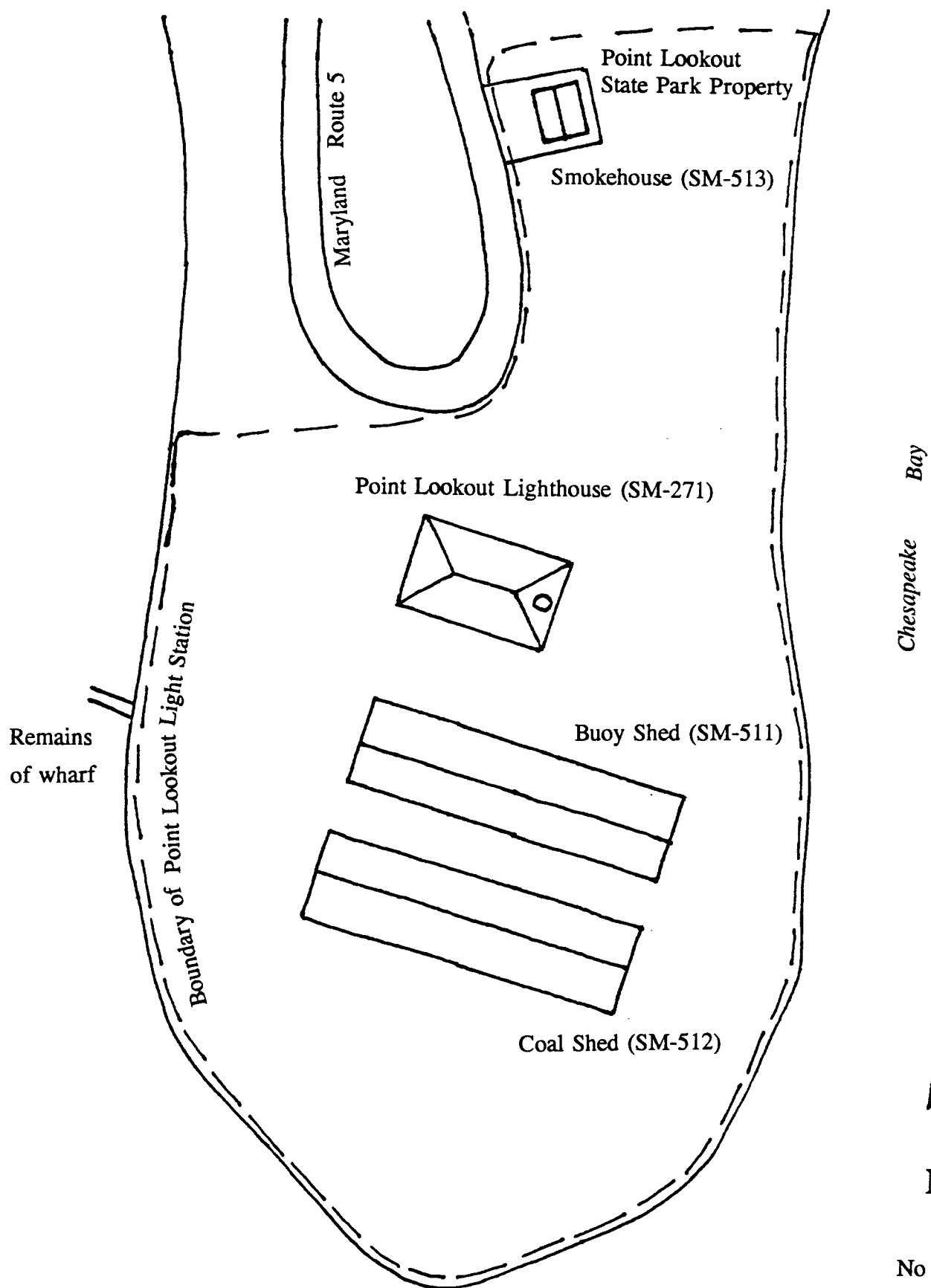


- NOTES:
- ① REMAINS OF WOOD OR 20' TRAMWAY
 - ② DRY-LAND BR. OR FLOOR
 - ③ THESE ROOMS FEATURE EXPOSED BRACE FRAMING AND OPEN RAFTERS
 - ④ WOOD FLOORS AND LOWERED CEILINGS
 - ⑤ CONCRETE SLAB FLOORS
 - ⑥ CHIMNEY INTERIORS NOT MEASURED

— 1905 BUILDING MATERIAL
 /// POST-1905 BUILDING MATERIAL

SHED SHEET, POINT LINDSEY LIGHTHOUSE COMPLEX, POINT LINDSEY, MARYLAND, DRAWING BY THOMAS K. KIRK, STEVEN H. MOFFETT, AUGUST 1975

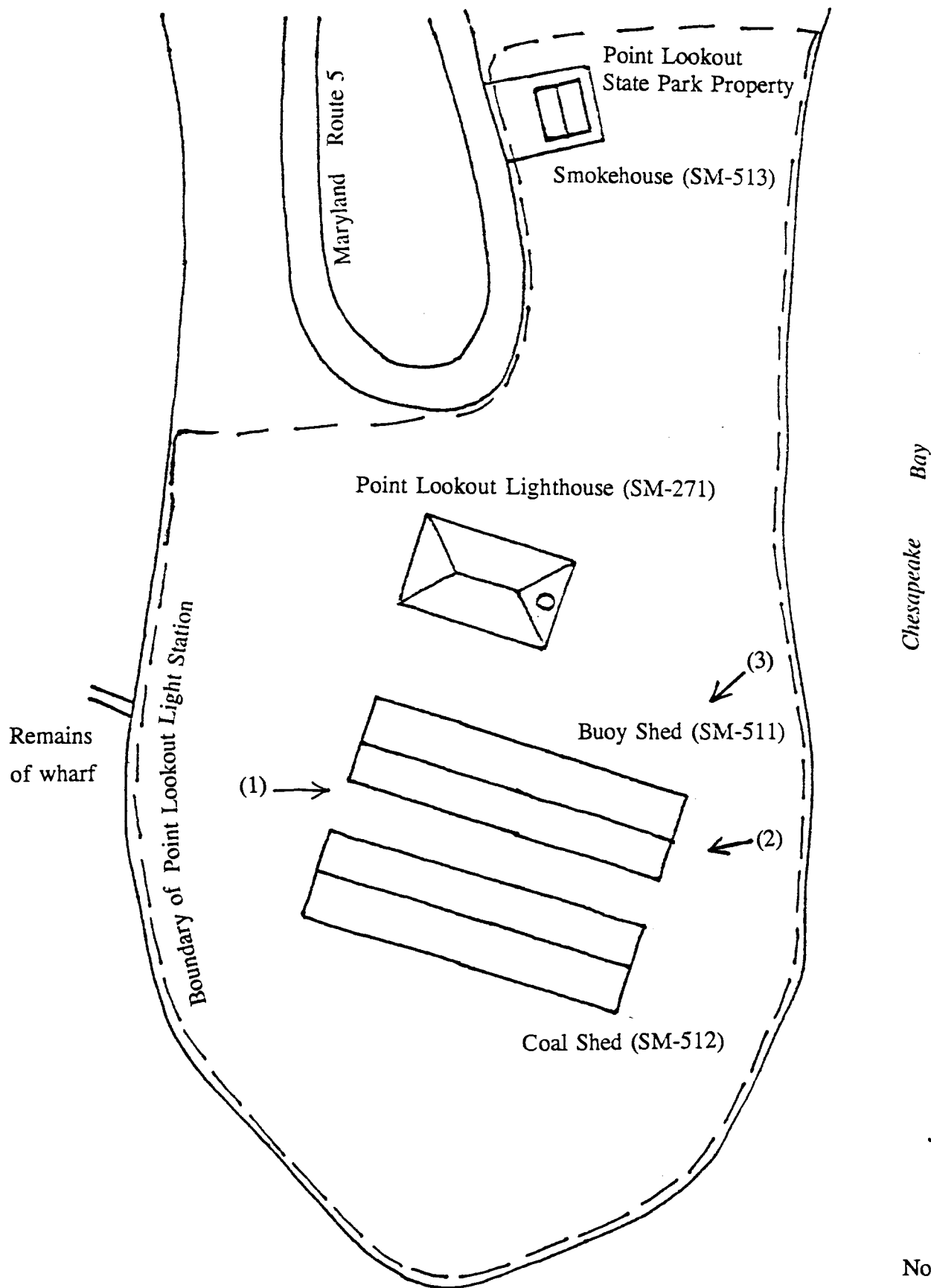
SM-511



Site Plan, Point Lookout Light Station, Point Lookout, Maryland

DAMES & MOORE

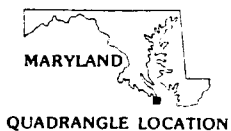
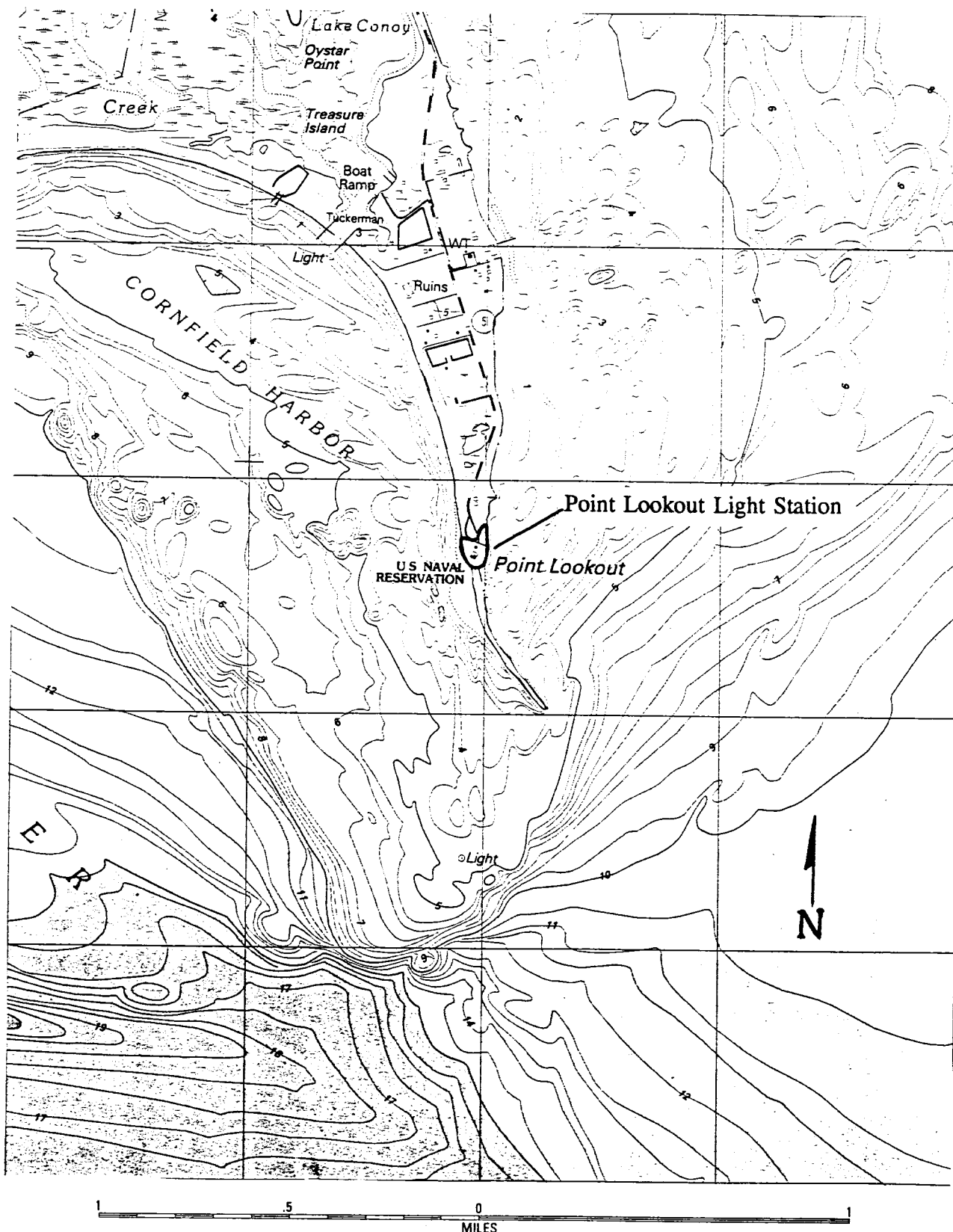
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**KEY TO PHOTOGRAPHS, BUOY SHED
POINT LOOKOUT LIGHT STATION, POINT LOOKOUT, MARYLAND**

DAMES & MOORE

SM-511



Point Lookout Light Station **Point Lookout, Maryland**

Point Lookout, Maryland
 Quadrangle, Scale 1:24,000

DAMES & MOORE

SM-511





11-5-51

Early 2400

Dr. Lockhart, Light, Summer

Dr. Lockhart - County, MD,

REVIEW H. PROGRESS

1. 2. 3. 4. 5.

Washington D. C.

1. 2. 3. 4. 5.

2. 3. 4. 5.



5000

Point Harbor

Point Harbor Light Station

St. Mary's County, Maryland

Steven W. Moffatt

10 August 2005

Maryland

view Se

2 of 3



RADIO
ROOM

ROOM

NO SMOKING

DANGER
HIGH TENSION
ELECTRICITY
KEEP OUT





Mr. Sullivan

Bushy - 1000

Mr. Ladd - LIGHT 2.0000

Mr. M. H. Ladd - 1.0000

STEVEN H. Ladd - 1.0000

10 August 1955

10 August 1955

10 August 1955

6.0000



in Bill

Body Shop

Tr. looking great started

The body is finally and

STEVEN H. (off road)

to another 1995

body and 1995

in 1995 on Body Shop only

7/18/95



DO
NOT
ENTER
WEAK
FLOOR

11:51

BUCKY SHED

14. LUCKY LIGHT STATION

15. BUCKY'S COUNTRY, MD

16. BUCKY'S COUNTRY, MD

17. BUCKY'S COUNTRY, MD

18. BUCKY'S COUNTRY, MD

19. BUCKY'S COUNTRY, MD

20. BUCKY'S COUNTRY, MD